

AMENDMENTS TO THE CLAIMS:

Please amend claims 1-22 as follows:

1. (Original) A system for reducing the speed and/or limiting the motion of a motor of a propulsion unit, said system comprising a propulsion unit, a propeller (22), (29), a propeller motor (23), (30), said propeller motor containing a magnetization device, and a frequency converter (25), (32) connected to an electrical power network (24), (31), characterized in, that the system further comprises a switch arrangement (26), (33), which switch arrangement (26), (33) comprises means for dis- connecting the propeller motor (23), (30) from the electrical power network and means for essentially short-circuiting the stator windings of the propeller motor (23), (30).
2. (Original) A system according to claim 1, characterized in that when a need for braking the propeller motor (23) is detected, first, the propeller motor (23) is disconnected from the electrical power network, after which the stator windings of the propeller motor (23) are switched into a short-circuit.
3. (Original) A system according to claim 1, characterized in that when a need for braking the propeller motor (30) is detected, first, the propeller motor (30) is disconnected from the electrical power network, after which the stator windings of the propeller motor (30) are switched into a short-circuit within the frequency converter (32).
4. (Original) A system according to claim 3, characterized in that the short-circuit is switched using semiconductors.
5. (Currently Amended) A system, according to claim 2, ~~3 or 4~~, characterized in that the short-circuit is implemented such, that the stator windings of the propeller motor (23), (30) simultaneously are also connected to equipment ground.
6. (Currently Amended) A system according to ~~any one of the preceding claims 2-5~~, characterized in that the switch arrangement (26), (33) is controlled by a control section

(27), (34) of the frequency converter.

7. (Currently Amended) A system according to ~~any one of the preceding claims 2–6~~, characterized in, that a synchronous motor (23), (30) is used as the propeller motor (23), (30) of the propulsion unit.

8. (Currently Amended) A system according to ~~any one of the preceding claims 1–7~~, characterized in, that the braking system is implemented for switching more than one propulsion unit.

9. (Original) A system for reducing the speed and/or limiting the motion of a motor of a propulsion unit, said system comprising a propulsion unit, a propeller (22), (29), motor units (10), (11) of the turning arrangement, said motor units (10), (11) containing a magnetization device, and a frequency converter (25), (32) connected to an electrical power network (24), (31), characterized in, that the system further comprises a switch arrangement (26), (33), which switch arrangement (26), (33) comprises means for disconnecting the motor units (10), (11) from the electrical power network and means for essentially short-circuiting the stator windings of motor units (10), (11).

10. (Original) A system according to claim 9, characterized in that when a need for braking the motor units (10), (11) is detected, first, the motor units (10), (11) are disconnected from the electrical power network, after which the stator windings of the motor units (10), (11) are switched into a short-circuit.

11. (Original) A system according to claim 9, characterized in that when a need for braking the motor units (10), (11) is detected, first, the motor units (10), (11) are disconnected from the electrical power network, after which the stator windings of the motor units (10), (11) are switched into a short-circuit within the frequency converter (32).

12. (Original) A system according to claim 11, characterized in that the short-circuit is

switched using semiconductors.

13. (Currently Amended) A system, according to claim 10,~~11 or 12~~, characterized in that the short-circuit is implemented such, that the stator windings of the motor units (10), (11) simultaneously are also connected to equipment ground.

14. (Currently Amended) A system according to ~~any one of the preceding~~ claims 10-13, characterized in that the switch arrangement (26), (33) is controlled by a control section (27), (34) of the frequency converter.

15. (Currently Amended) A system according to ~~any one of the preceding~~ claims 10-14, characterized in, that synchronous motors (10), (11) are used as the motor units (10), (11) of the turning arrangement of the propulsion unit.

16. (Currently Amended) A system according to ~~any one of the preceding~~ claims 9-15, characterized in, that the braking system is implemented for switching more than one propulsion unit.

17. (Original) A method for reducing the speed and/or limiting the motion of a motor of a propulsion unit in a system comprising a propulsion unit, a propeller (22), (29), a propeller motor (23), (30), said propeller motor containing a magnetization device, and a frequency converter (25), (32) connected to an electrical power network (24), (31), and a switch arrangement (26), (33) characterized in, that in the method according to the invention, first, a need for braking a propeller motor (23), (30) is detected (35), next, the propeller motor (23), (30) is disconnected (36) from the electrical power network (24), (31), after which the stator windings of the propeller motor (23), (30) are short-circuited (37).

18. (Original) A method according to claim 17, characterized in that before the stator windings of the propeller motor (23), (30) are short-circuited (37), a check is made to ensure (38), that the propeller motor (23), (30) is disconnected from the electrical power

network.

19. (Currently Amended) Method, according to claim 17-~~or~~18, characterized in that the braking method is implemented for switching more than one propulsion unit.

20. (Original) A method for reducing the speed and/or limiting the motion of a motor of a propulsion unit in a system comprising a propulsion unit, a propeller (22),(29), motor units (10), (11) of the turning arrangement, said motor units (10), (11) containing a magnetization device, and a frequency converter(25), (32) connected to an electrical power network (24), (31), and a switch arrangement (26), (33) characterized in, that in the method according to the invention, first, a need for braking motor units (10), (11) is detected (35), next, the motor units (10), (11) are disconnected (36) from the electrical power network (24), (31), after which the stator windings of the motor units (10), (11) are short-circuited (37).

21. (Original) A method according to claim 20, characterized in that before the stator windings of the motor units (10), (11) are short-circuited (37), a check is made to ensure (38), that the motor units (10), (11) are disconnected from the electrical power network.

22. (Currently Amended) Method, according to claim 20-~~or~~21, characterized in that the braking method is implemented for switching more than one propulsion unit.